



# **THE TRANSITION FROM LEGACY CODES TO J-MASS - *SUGGESTED APPROACH* -**

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# A Common Vision

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- **DEVELOP, FIELD AND MAINTAIN COST-EFFECTIVE MODELING AND SIMULATION TOOLS TO MEET THE ELECTRONIC COMBAT NEEDS OF DoD AND...MY ORGANIZATION.**
  - Address Constructive M&S for EC Applications
  - Involve the Analyst in Design of Analytic Tools



# **An Alternative Strategy**

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- **Leverage Available MSIC Threat Objects with other Ada or C++ objects in J-MASS architecture**
- **Transform some capability from Legacy to Object Code if required -- Chaff / Blue Aircraft / C3 Objects?**
- **Work Out a Deployment and Transition Scheme that:**
  - **Builds on Experience**
  - **Supports On-going Analysis**
  - **Delivers New Capability to Meet Requirements**
- **Agree on a V&V plan--incorporate MSIC, SIMVAL, SMART**
- **Provide OSD Leadership with Problem-solving Expertise**



# Projects

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- **Deliver architecture, aircraft, jamming systems and threat representations in object code**
- **Translate some legacy coded threat representations into object language if needed to meet schedule**
- **Upgrade environment object to support ECM analyses**
- **Build an M&S Strategic Plan for OSD**

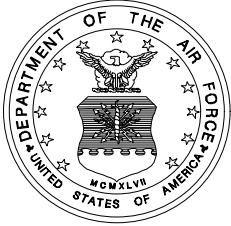


# Projects

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- **“Hook” together objects. Start with “basic set”**
  - At least one threat missile representation
  - Generic aircraft object
  - Generic ECM jammer object
  - Environment object
  - ASC/ENA EC Analyst Workstation
  - Compliance with J-MASS v3.0



# Projects

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- **Deliver J-MASS “basic set” to Current Analysts under the Control of Established Configuration Management**
  - Build on SMART Project Configuration Management Study
- **Continue to Manage Integration of Objects in Parallel with Legacy Model Support**
  - Shift Gradually toward Object Code with Capability to Complete Analysis, VV&A



# AFSAA / AFIWC Project

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- Request delivery of objects from developers**
- Integrate, “validate” and deliver initial player objects in parallel with ESAMS (Fall Release Cycle)**
  - » Provide analytic capability with Tier 1 threats with concurrent with release of ESAMS**
  - » Air-to-air threats, perhaps other representations from simulations other than ESAMS (AETAW)**
  - » Prioritize and continue with other threat systems**
- Build joint service confidence in J-MASS, transition support efforts**
  - » Grandfather support of Legacy Models**



# Advantages

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- **Effort “seeded” with \$100K JMSIP funding.**
  - May be leveraged to exceed \$1M next year
- **Meets continuing analytic needs of users**
- **Uses established Configuration Control Board / Process**
- **Provides for updates to best available threat data**
- **Tied to needs of big programs**
  - **Test & Evaluation (B-1B DSUP)**
  - **Joint Strike Fighter**
  - **Other services’ requirements**



# More Advantages

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- **Pulls in capabilities identified by EDSWG**
- **Leverage JTCG/AS**
  - **SAM Threats Committee**
- **Verify and Validate**
  - **Trace progress from ESAMS 2.6.2 ASP to new versions**
- **Existing model and all changes documented**

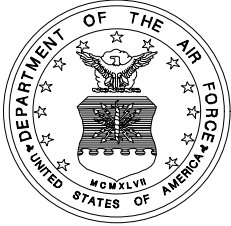


# Disadvantages

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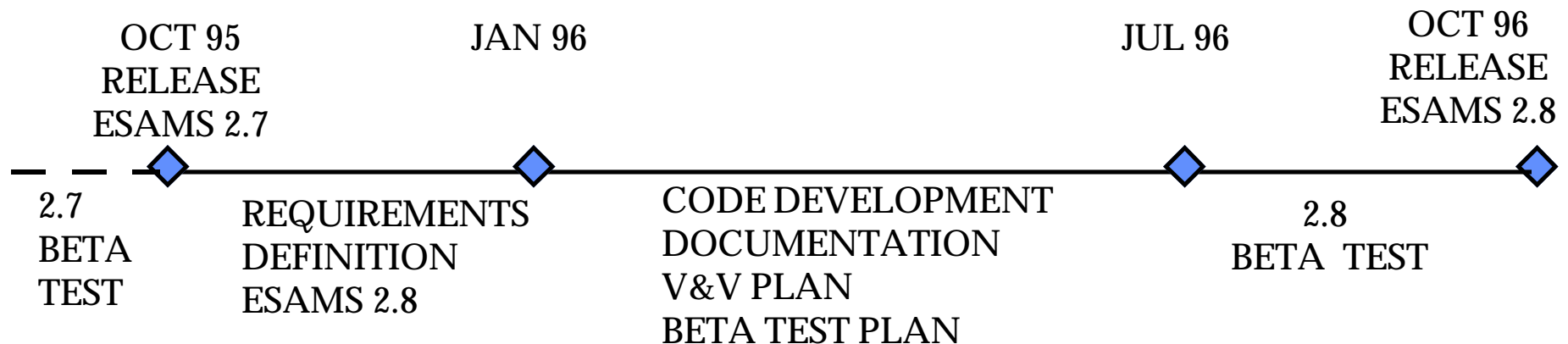
- **Risk**
  - **J-MASS is success-challenged**
- **Inertia**
  - **Analysts are comfortable with their legacy codes**
- **J-MASS Perceived as Air Force initiative**
  - **Poor reputation, particularly among Navy analysts**



# ESAMS Configuration Management Development Plan

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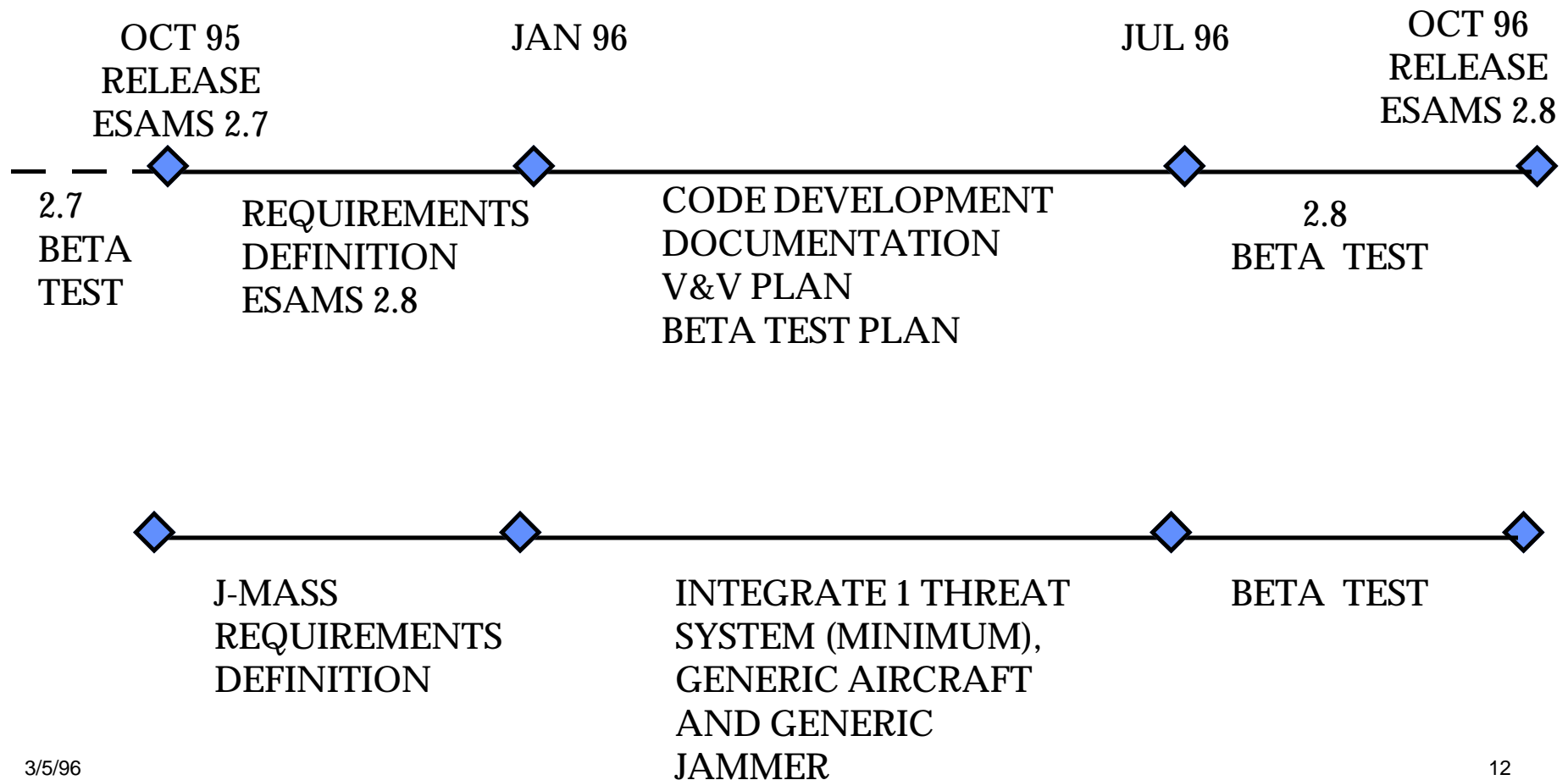




# Adding O-O Development

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# Conclusions

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- **This project may be implemented in the context of established configuration management procedures and schedules**
- **Joint service buy-in through ESAMS Users Group / Configuration Control Board and JTCG/AS network**
- **Allows controlled transition from current legacy simulations to object-oriented architecture**
- **Users get “exposed” to J-MASS**
- **Process is underway**



# Briefing Trail

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- **AFSAA/CC**
- **AF/XOM**
- **OUSDA(A&T)DTSE&E**
- **AFOTEC/CC/CN**
- **AFIWC/SA**
- **AF/TE**
- **JTCG/AS (14 Feb 96)**
- **ASC/XR (26 Feb 96)**
- **ESAMS CCB/Users' Group**
- **EW T&E M&S Technical Review Board**
- **Director, SURVIAC**
- **ASC/XREM**
- **MSIC**
- **SMART Senior Steering Group**